

Intimations.

PENINSULAR AND ORIENTAL STEAM-SHIP COMPANY.
NEW AND ACCELERATED DIRECT SERVICE TO LONDON VIA MARSEILLES! FROM JAPAN AND CHINA.

ON the 19th May at Noon, and fortnightly thereafter, until further notice, the Company will maintain a DIRECT SERVICE between Hongkong and London via Marseilles.

This improved service will abolish all Transhipments, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of Cargo, and for Passenger accommodation and cuisine.

The attention of Passengers is specially called to the greatly improved second-saloon accommodation and attendance.

E. L. WOODIN, Superintendent.
Hongkong, 8th May, 1888. [488]

NOTICE.

NOTICE is hereby given that the ANNUAL GENERAL MEETING of the VICTORIA RECREATION CLUB will be held in the GYMNASIUM, on TUESDAY, the 22nd instant, at 6 P.M.

J. H. STEWART-LOCKHART, Hon. Secretary.
Victoria Recreation Club.
Hongkong, 14th May, 1888. [508]

GOVERNMENT NOTIFICATION.

A WARDMASTER is required at the GOVERNMENT CIVIL HOSPITAL. Emoluments of the office \$50 PER MONTH, rising by annual increments of \$5 to \$60, with uniform, furnished quarters, fuel, and light. Applications with testimonials to be forwarded to the COLONIAL SURGEON not later than the 21st instant, at the GOVERNMENT CIVIL HOSPITAL.

By Command, FREDERICK STEWART, Colonial Secretary.
Colonial Secretary's Office.
Hongkong, 2nd May, 1888. [461]

NOTICE TO MARINERS.

No. 217.

CHINA SEA.

SHANGHAI DISTRICT.

SOUTHERN ENTRANCE TO THE YANGTZE.

NOTICE is hereby given that on account of a recent survey of a section of the southern entrance to the Yangtze having shown that a Middle Ground or Shoal, from 2 to 10 feet of water in depth, and having from 1 to 18 feet of water on it, stretches nearly 7 miles in a southerly direction from a point N. 64° E. distant 2.2 miles from the Kiutuan Beacon, and that the Channel to the north-eastward of this Middle Ground is wider, deeper, and more direct than the one on its south-western side—the following changes have been made in this vicinity:—

"KIUTOAN" LIGHTSHIP.

This vessel has been moored in 4 fathoms off the south-western edge of Blockhouse Shoal, with the Kiutuan Beacon bearing S. 71° W., distant about 3.1 to 10 miles.

MIDDLE GROUND UPPER BUOY.

A RED and BLACK vertically striped Buoy, surmounted by a BLACK triangular cage, has been moored on the north-western end of the Middle Ground, in 3 fathoms, with Kiutuan Beacon bearing S. 65° W., distant about 2.1 to 10 miles.

MIDDLE GROUND LOWER BUOY.

A RED and BLACK vertically striped Buoy, surmounted by a BLACK diamond-shaped cage, has been moored on the south-eastern end of the Middle Ground, in 3 fathoms, with House Island Beacon bearing N. 24° W., distant about 4.2 to 10 miles.

BLOCKHOUSE SHOAL BUOY.

This Buoy, No. 2 in the published List for 1888, has been removed.

Vessels entering by the channel to the north-eastward of the Middle Ground may now keep the TUNGSHA Lightship bearing S. 55° E. all the way to the south-eastward of the KIUTOAN Lightship; after which they may steer to make a course N. 56° W. till the small Kiutuan Beacon bears S. 45° W.

All bearings and courses given are magnetic, and the depths are for low water spring tides.

CAUTION.

Vessels should not attempt to pass to the north-eastward of the KIUTOAN Lightship in her present position.

By Order of the Inspector General of Customs, A. M. BISBEE, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 1st May, 1888. [509]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.

By Order, ISAAC HUGHES, Secretary.

Hongkong, 20th April, 1888. [428]

BOW-RI-GTON-FOUND-RY, EAST POINT, HONGKONG.

A. G. GORDON & Co.

A. G. GORDON & Co. are prepared to undertake every description of ENGINEERING and SHIP-BUILDING WORK, both afloat and ashore, on most reasonable terms.

PUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED.

ESTIMATES FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS, &c., &c., &c.

Hongkong, 1st January, 1888. [41]

Auctions.

PUBLIC AUCTION.

UNDER instructions received from the Mortgagees Mr. H. N. Mody will Sell by Public Auction

TO-MORROW
the 17th May, 1888, at 4 O'CLOCK P.M., At the Premises.

ALL THAT VALUABLE PIECE OF GROUND situate at DELICHERS BAY, LAP SAP WAN, Hongkong, abutting on the North side thereof on Belcher Street and measuring thereon 200 feet on the South side thereof on portion of INLAND LOT No. 905 and measuring thereon 200 feet on the East on Davies Street, and measuring thereon 200 feet and on the West on Cadogan Street and measuring thereon 200 feet containing in the whole 40,000 square feet and registered in the Land Office as SECTION A of INLAND LOT No. 905. Together with the Furnace workshops and buildings thereon lately used and occupied by the HONGKONG AND MACAO GLASS MANUFACTURING COMPANY as they now stand and which said Piece of Ground is held for the residue of a term of 999 years, subject to the annual Crown Rent of \$528.57. The property will be offered for sale in One Lot.

For further particulars and conditions of sale, apply to

WOTTON & DEACON, Solicitors,
35, Queen's Road,
or to

H. N. MODY, Auctioneer,
Victoria Buildings,
Queen's Road,
Hongkong, 25th April, 1888. [444]

THREE DAYS AUCTION.

NOTICE.

THE UNDERSIGNED HAS RECEIVED INSTRUCTIONS FROM

MESSRS. KUHN & CO.,
ON ACCOUNT OF CLOSING BUSINESS,
TO SELL

at their Premises,
24, BANK BUILDINGS,
opposite

THE HONGKONG HOTEL,
ON

MONDAY,
the 21st May, 1888,
ON

TUESDAY,
the 22nd May, 1888,
ON

WEDNESDAY,
the 23rd May, 1888,
Sale to commence each Day at 2 P.M. sharp.

THEIR WHOLE STOCK,
comprising:—

A Most Valuable Collection of ANCIENT and MODERN JAPANESE CURIOS and WORKS of ART, including many very rare Specimens of OLD JAPANESE PORCELAIN, LACQUER, BRONZE, ARMOUR and ARMS, GENUINE SATSUMA, SATIN and SILK-TABLEAUX, SCREENS, EMBROIDERED LADIES and GENTS' GOWNS and JACKETS, QUILTS, BROCADES, CABINETS, and a great variety of ELEGANT and USEFUL ARTICLES. The Pair of Magnificent (all cut Bronze) CANDELABRA for 42 lights, and the TWO EXTRAORDINARY WOOD CARVED FIGURES (The wild-man of the woods and the Frog god) will also be offered at the Sale.

On view on FRIDAY the 18th and SATURDAY the 19th instant.

Catalogues will be issued previous to the sale.

G. R. LAMMERT, Auctioneer.

Hongkong, 10th May, 1888. [496]

To be Let.

MACAO.

TO BE LET UNFURNISHED OR PARTLY FURNISHED.

A BUNGALOW, opposite the Public Gardens, at the western end of the Praya Grande. Excellent water supply, and Servants quarters attached. Rent very moderate.

Apply to

A. A. DE MELLO & Co.,
Macao, 3rd April, 1888. [568]

TO LET.

A COMMODIOUS SUIT OF OFFICES in the ICE HOUSE BUILDINGS.

Apply to

G. C. ANDERSON,
13, Praya Central,
Hongkong, 22nd March, 1888. [332]

TO LET.

SEVERAL LARGE and AIRY ROOMS on the SECOND FLOOR of our Office Premises, partly facing the Harbour, and very suitable for OFFICES.

Apply to

MELCHERS & Co.,
Praya Central,
Hongkong, 11th May, 1888. [502]

TO BE LET.

A SEMI-DETACHED HOUSE in Richmond Terrace, containing 6 Comfortable Rooms, 3 Bath-Rooms and convenient Out Offices.

A New Story has just been added to the Servants' Quarters.

Apply to

MR. JOHN WILLMOTT,
Hongkong Dispensary,
Hongkong, 24th April, 1888. [131]

TO LET.

ROOMS in "COLLIER CHAMBERS."

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to

DAVID SASSOON, SONS & Co.
Hongkong, 2nd May, 1888. [119]

You were informed at our last meeting of the engagement of Mr. Shannon as Manager. He arrived at the Company's Works on 25th November last, and we looked to him for important and satisfactory results; but no sooner had he entered on his duties at the Mine, and begun cheerfully and diligently to set things in order, and to prosecute the work before him than, on the 1st December last, he accidentally met his death. No doubt you are all already acquainted with the deplorable circumstances under which it occurred.

Mr. Jolly, who as you are aware accompanied Mr. Shannon to the works, was fortunately there to carry out the few verbal suggestions Mr. Shannon had given, and to go on with the sinking of the shaft and other current work.

On the 1st February 1888, the Company was fortunate in securing the services of Mr. Harry M. Hecher, a Mineralogist, Metallurgist and Mining Engineer of considerable experience, and having held testimonials, to fill the post of Chief Manager. Judging from the correspondence that has already reached us from Mr. Hecher, the Directors are inclined to believe that the Company has in him a most suitable man, and they expect to have favorable results from his management and operations. He is fully aware of the up-hill work which will be for sometime before him, as the affairs of the Company at Punjun were left by Mr. Stuart in a most unsatisfactory state, and the general organization and working of the Company had not progressed as might reasonably have been expected.

The Tin industry has not yet been opened up. The illness of Mr. Stuart, and latterly the death of Mr. Shannon detained Mr. Scaife at Punjun (which is a considerable distance from Samantun) and prevented him taking this business in hand—until quite lately. He has, however, recently visited Singapore for the purpose of engaging labor for Samantun, and according to the latest advices he had reached Pahang, with a good body of men, and we hope that very shortly the Company will have some tangible results from their work.

The Directors have the satisfaction to mention that Mr. Hecher looks upon this part of the Company's concession as being a very important portion of the property, and from a flying inspection he made of the district in February last, he considers the prospects for Tin working encouraging.

Mr. Hecher is engaging additional men in Singapore to enable him to carry through his work with speed and efficiency.

Messrs. Alex. Melver and F. H. O. Wilson having resigned their seats at the Board, Mr. Wm. Wotton has been invited to fill one of the vacancies, and this requires confirmation.

The annexed Accounts have been audited by Messrs. F. J. Coxon and Saml. J. Gower, the former acting for Mr. G. S. Coxon, and the latter for Mr. F. Henderson, both of whom are absent.

W. G. BRODIE, Chairman.

1ST APRIL, 1887, TO 30TH SEPTEMBER, 1887.

Assets.

Cost of Estate \$150,000.00

Hongkong Bank (Fixed Deposit) 70,000.00

" (Current Account) 7,204.95

" (No. 2 Account) 19,847.17

Machinery and Plant 9,906.50

Steam-Launch Sri Pahang 14,159.68

Haude 1,000.00

Steel Lighter 435.97

Instruments and Tools 1,785.75

Furniture at Office and Mines 1,278.87

Buildings 4,056.61

Stores on hand 4,350.24

Petty Cash 30.18

Suspense 30.18

Interest on Cables 320.18

Payments at Mines 240.00

Gold at Mine 560.18

Water Wheel 25.50

Opium at Mine 2,105.93

Manager at Punjun (Cash in hand) 2,813.73

Coal at Punjun 7,900.32

Accounts Receivable 3,021.58

Interest on Fixed Deposit 616.61

J. J. Woodford 34.47

J. M. Stuart 2,372.50

Balance 86,376.72

\$388,614.98

Liabilities.

By Capital 36,844 Shares fully paid-up \$368,740.00

3,176 Shares upon which \$5 has been paid 15,880.00

\$384,620.00

By Accounts Payable—

Auditors' Fees 150.00

Salaries and Wages due to Employees at Mines 3,168.16

James Morrison & Co. 1,176.82

\$388,614.98

WORKING ACCOUNT.

To Balance last Account \$59,725.51

To Charges 2,742.91

To Office Expenses, Stationery and Insurance 461.81

To Legal Expenses 49.00

To Salaries and Wages 7,920.81

To Fences, Roads, Wharves and Bridges 175.10

To Commission and Exchange 475.78

To Office Rent 203.40

To Disbursements Lighter, and Launch Sri Pahang 21.30

To Royalty to Sultan of Pahang 1,600.00

To Coal Wages at Mines 4,432.28

To Auditors' Fees 150.00

To Compensation 120.00

\$88,622.92

By Interest 2,133.45

Transfer Fees 112.75

Balance 86,376.72

\$88,622.92

E. & O. E.
Hongkong, 16th May, 1888.

A. O'D. GOURDIN, Secretary.

We have compared the above Statement with the Books, Vouchers, and Securities of the Company, and certify the same to be correct.

R. COXON, SAML. J. GOWER, Auditors.

ANOTHER CHINESE RENDITION CASE.

At the Magistracy this morning before Mr. Woodhouse another demand was made by the Chinese Government for the person of one Chan Mr. Lo-Chi, a stout looking fellow of five and thirty, who is charged with robbery and murder committed on Chinese territory. Mr. Wotton, who appeared on behalf of the Chinese Government, said the case was briefly as follows:—A passenger boat during her conveyance of passengers on Chinese waters was attacked by pirates on the 23rd March, 1886. The vessel had on board in addition to various passengers, a Mandarin's

servant, who was killed by a pistol shot on board the boat, and other people who were taken out of her. One man was robbed of 200 taels, and amongst the prisoners was one for whom a ransom of \$200 was demanded. The prisoner in the dock, he intended to prove was the man who called at a shop in Macao to receive a ransom, and who also shot the man who was killed. His rendition had been applied for by the Chinese Government, being a subject of China, since the first of April last.

Mr. Webster appeared for the Chinese, examined by Mr. Wotton, said:—I am a detective officer of the Macao police force and have known the prisoner as a salt-smuggler and visitor to Macao now for the last two or three years; he is principally a salt-smuggler.

To Mr. Webster:—I am employed by the Portuguese Government and have been about two days in Hongkong. I first saw the prisoner at the god here, where I was taken to see him by some person.

Mr. Poon Sing to his Worship:—At present I am unemployed; I used to work in a shop in the San Mui district, which I left on the 8th month of last year. I did general house work there, such as looking after and packing up goods. Sometimes I had to go abroad to collect money for the shop. On the 11th March, 1886, I went to Canton and transacted my business of collecting money—about 200 taels—and left Canton on the 22nd March by a junk.

passage boat for San Mui. The boat left at 3 p.m. in the afternoon with 20 passengers. I had with me a pillow box with 200 taels in it, and a watch and four dollars on my person. On the morning of the 23rd of that month, in the 5th watch the junk arrived at a place called Nang-ping-choi, where 23 thieves came on board and down into the hold where I was sitting and went to a passenger named Long Choi, who was in charge of a great quantity of luggage, and asked him who the things belonged to. Long Choi said they belonged to a certain man—an official named Low—when one of the thieves fired a small gun at him and killed him. The man in the dock is the man who fired the gun. After they had taken away the man's things they came back and took away all my property and money, which I have not yet recovered. After that they dragged me over to the pirate boat and put me in the hold. About dark the pirate boat arrived at a place called Pat Hin, where I was blindfolded and then taken ashore to a house, when the cover was taken off my eyes. The room was quite dark. My feet were chained up with an iron chain; on the fourth day the prisoner came and made me write a letter to my uncle. I said I could not write and told them I could not write even if they killed me, and then they wrote a letter asking my uncle to come and pay a ransom for me. I supposed the letter was to that effect, but I could not be sure. I did not see the letter, but I gave them the name and address of my uncle. I was blindfolded again and made to walk to another place, where they kept me about ten days. I was again chained up by one leg to a stone.

The burning was done on my back with joss sticks—on the right shoulder. I was kept about ten days in that house; nobody was there and the place was locked up. I got my meals regularly brought by the prisoners. After that I was taken to another place—a shed—and chained to a big log of wood by the prisoner, who had another man with him. I was kept in this place twelve days, when they put me into a boat and took me to a hill; not by the prisoner but by the other man. I was not blindfolded when I got to the hill—they took the cover off my eyes in the boat and then the prisoner left me. On getting to the hill, the side they let me go and I arrived at my house on the 23rd April of that year.

When he showed to the Court the marks of the burning on the shoulder and the chain on the left ankle.

Continuing, he said the prisoner in the dock is the man who chained me and who shot the passenger.

At this point his Worship adjourned the case till Saturday morning next.

THE "ROCK TERRACE" AFFAIR.

The Marine Court which sat on Friday and Saturday last to investigate the circumstances which brought about the loss of the large and valuable ship *Rock Terrace* could scarcely have come to any other conclusion than that the vessel was abandoned by the Master while he was in a fit of despondency caused by excessive mental strain, and while he was also poorly supported by his one certificated officer. Like most other verdicts which have been given by the Marine Courts of the Colony this latest one did not err on the side of harshness, possibly from a feeling in the minds of the members of the Court that they had been called there at the request of Captain Atkinson to investigate his own conduct, and that it was a voluntary trial which he there may be in the matter, it is doubtful if Marine Courts should do anything further than simply express their opinions, when the examination is voluntary, for as regards punishment, a shipmaster is punished sufficiently by the great disaster of losing his ship without any further troubles being piled on his devoted head. It is right, certainly, for some power to carefully investigate all circumstances where there has been loss of life, but whether life is lost or not, there is now a prevailing opinion throughout the world that a shipmaster's certificate—which is his only means of subsistence—should not be taken away. As to his means of obtaining further employment, that is another question, and one with which a Marine Court of Inquiry has nothing to do, as the persons who employ the unlucky officer or who have previously employed him, are best able to form an opinion. It seems likely that everything went well on board the *Rock Terrace* during the first four months and six days of her voyage from Philadelphia, at which time, after she had rounded the Cape of Good Hope and the great island continent of Australia, she then touched on a coral reef named on the chart as Brougham's Shoal, and bumped with such force in the ocean swell which was then running, as to seriously damage her bottom, break parts of her keel away and turn her at once into a leaky ship. The nautical experts comprising the Court very sensibly forbore to impute any blame to the Master for this accident, because, even had he felt disposed to do so, there was no technical certainty that there in question was laid down correctly by the surveyors who charted it. Many instances have been known, even with British Admiralty charts, where the positions of well known reefs are decidedly doubtful. Further than this, however, the *Rock Terrace* was insufficiently officered, and had no right to leave the coast of America on such a long voyage, and that round by the Cape of Good Hope and Australia, to Japan, and thence to San Francisco. The vessel was not thickly armed with dangerous known and unknown reefs, without three certificated officers and three good chronometers; whereas, she only had on board but one third of such estimable quantities whose full numbers should have been made imperative by the owners if they had had that regard for the safety of their property which all shipowners should have in order to make it safe. The idea of starting on such a voyage with but one certificated mate was most reprehensible. As to the condition of the vessel which happened after the vessel came off the reef, there appears to be no doubt that the unfortunate Captain Atkinson, distracted and worried by mental anxiety and misfortune, and physically weak by disease and want of sleep, was far from being in a fit condition to successfully cope with an awkward position, the difficulty of which was not at all apparent, increased by the crew and officers who were passively resisting his authority during the greater part of the time that they had to keep the ship afloat by pumping. They had no interest in keeping the ship afloat after she reached the island of Guam—indeed, it might be said for common seamen, who had been a long and wearisome four or five months at sea, that they had every interest in bringing the vessel to an abrupt termination and thereby not only finishing their disagreeable labours of capricious resistance, but, perhaps, such as they found of a "singing" tropical island. There were the same temptations, starting them, in the face of those which prompted the highly disciplined crew of the *Junio* to rebel against the lawful authority of their country and to bring their daring schemes to a head by putting Captain Bligh into his boat and turning him adrift in the middle of the mighty Pacific. We are aware that the crew of the *Rock Terrace* did not mutiny, but together with their one certificated officer, whose conduct showed rather more than passive resistance to the Captain, it may be very readily understood what a powerful moral force they brought to bear on Capt. Atkinson in his weak and shattered condition of health. Suffering from a deadly disease, weakened by loss of sleep, his mind unhinged, for the time, by mental anxiety and despondency, the master would seem to have felt as he stood on the quarter deck of the leaky ship that he was the sole originator of their trouble, and this feeling was doubtless augmented from the fact of his two officers standing at the pumps along with him, and casting their reproachful and sullen glances at his devoted head. He may have felt that he was the cause of all the misery, but that as it may, there cannot be the least doubt that the officers and crew meant him to feel it. Even to a strong and healthy man with all sympathy withdrawn from him, such a situation would have been sufficiently trying, but to one in a weak condition of health and with a mind broken down, it was overwhelming. It is useless to expect shipowners to go back to the times which prevailed in the full of the *Rock Terrace* had such a crew and officers as used to sail proudly out of the Blackwall Docks, five and twenty years ago, she would never have been abandoned in such manner off that island in the North Pacific. As it was, with the captain sick, and only one certificated mate, who very possibly found the moral pressure too strong for his own nerves and who, anyhow, had to go on pumping along with the rest, with ease and pleasure before him in the shape of a sunny and fruit laden tropical island, and with nothing behind but positively hard moral kicks and still harder work, the question may simply be asked, what more could you expect?

While commending the Court for bearing easily on an unfortunate man who has possibly lost his means of earning a living, and who in any case, has suffered an overwhelming misfortune for the time being, we think the Court should have expressed a strongly worded opinion on the insufficiency of

A circular ink stamp from the U.S. District Court for the District of Columbia. The text "U.S. DISTRICT COURT" is curved along the top inner edge, and "DISTRICT OF COLUMBIA" is curved along the bottom inner edge. In the center, the year "1964" is stamped. The stamp is somewhat faded and overlaid with a horizontal line.

SIX DOLLARS
~~PER QUARTER~~

Mails.

U. S. MAIL LINE.

THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S., Mail Steamship
"CITY OF RIO DE JANEIRO"
 will be despatched for San Francisco; *via* Yokohama, on **SATURDAY, the 10th May, at THREE P.M., taking Passengers, and Freight for Japan, the United States, and Europe.**
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, *via* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central, and South America, by the Company's and connecting Steamers.
 Through Passage Tickets granted to England, France, and Germany, by all trans-Atlantic lines of Steamers.

First-class fares granted as follows :-

To San Francisco	\$200.00
To San Francisco and return, }	350.00
To Liverpool for 6 months.....	375.00
To London	330.00

- To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full fare re-embarked at San Francisco for China or Japan (and ~~in the month~~ within one year) will be allowed a discount of 50% of the full allowance ~~does not apply to~~ through fares from China and Japan to Europe.

Ticket will be received on board until 4 P.M. previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required?

Consular Invoices, to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 50 A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, and May, 1888:

STEAM FOR
SINGAPORE, PENANG, ADEN
PORT SAID, MARSEILLES, MALTA,
GIBRALTAR BRINDISI AND

LONDON;
ALSO,
MADRAS, CALCUTTA AND
AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR BATAVIA, TRIEST,
HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"ANCONA," Captain W. J. Webber, with H.
Majesty's Mails, will be despatched from the

For LONDON direct, VIA SUEZ CANAL and usual Ports. of call on SATURDAY, the 19th May, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hong Kong.

The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 8th May, 1888.

**OCCIDENTAL AND ORIENTAL STEAM
 SHIP COMPANY.**
**TAKING CARGO AND PASSENGERS TO
 JAPAN, THE UNITED STATES,
 MEXICO,
 CENTRAL AND SOUTH AMERICA, AND
 EUROPE.**

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
THE Steamship
"CAELIC"

will be despatched for San Francisco, and Yokohama, on WEDNESDAY, the 30th May at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked address in full, and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—	
To San Francisco.....	\$200.00
To San Francisco and return; available for 6 months.....	350.00
To Liverpool.....	325.00
To London.....	330.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained:—	

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

For further information as to Freight
Passage, apply to the Agency of the Company
No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 10th May, 1888.

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